

Approved For Release 2003/11/25 : CIA-RDP75B00326R000100180007-9

SECRET

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FILE INFO

REPRODUCTION PROHIBITED

22 NOV 71 8-406

ACTION	1	DSA	6	SS	11	16
	2	DOPS	7	AMS	12	17
	3	"	8	PD	13	18
	4	TACA	9	KB	14	19
	5	"	10	DM	15	20

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IDEALIST RYBAT

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FOR GENERAL BEVAN FROM

REF: A.

B.

1. IN REF A, PARA 3 PWU REQUESTED I CONSIDER

THE TOTAL NUMBER OF PILOTS NEEDED TO SUPPORT THE PROGRAM. ALTHOUGH THIS IS INCLUDED IN THE STUDY UNDER FACTS, I FELT IT WOULD BE WISE TO ALSO DOCUMENT THIS SUBJECT WITH A MESSAGE.

2. AS THE STUDY INDICATES, THE OPTIMUM NUMBER OF PILOTS IS FOUR. I BASED THIS ON DISCUSSIONS WITH MY OPS STAFF AND MY OWN EXPERIENCE DURING THE PAST FOUR YEARS IN OBSERVING OPERATION WITH A SMANY AS SIX PILOTS WHEN I ARRIVED TO THE PRESENT TWO AVAILABLE (I.E., SIX PILOTS OVER-SATURATE US WITH TRAINING REQUIREMENTS AND ARE MORE THAN WE NEED FOR OPS MISSIONS. WITH FIVE PILOTS, WE ARE IN EXCELLENT SHAPE, BUT FROM AN EFFECTIVENESS STANDPOINT

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25X1 PAGE 2 S E C R E T

FIVE PILOTS IS STILL TOO MANY, EVEN IF WE FLEW 48 OPS MISSIONS PER YEAR. WITH FIVE THIS WOULD MEAN EACH PILOT WOULD FLY LESS THAN ONE OPS MISSION PER MONTH. THE NUMBER THREE GIVES US ENOUGH PILOTS TO FLY OPS MISSIONS AND WE HAVE BEEN LIVING WITH THIS NUMBER.

25X1 HOWEVER, WITH ONE (OUR PRESENT SITUATION) THE TWO REMAINING ARE SATURATED WITH FLYING, MOBILE CONTROL, CP, AND OTHER DUTIES SUCH AS SCHEDULING FOR THREE PILOTS JUST DO NOT PROVIDE THE INSURANCE MARGIN AND FLEXIBILITY IN TRAINING. SO, THE FINAL NUMBER THAT REMAINS IS FOUR AND FROM EXPERIENCE WITH A POOL OF FOUR PILOTS, OUR EFFECTIVENESS, EFFICIENCY, AND FLEXIBILITY IS OPTIMUM.

3. REGARDING PARA 3, REF B, THE PLANNING FOR FOUR PILOT CANDIDATES FOR CONSIDERATION SOUNDS LIKE AN EXCELLENT IDEA. MY COMPLIMENTS. HOPEFULLY, FOUR CANDIDATES WILL
25X1 PROVIDE US WITH THE TWO PILOTS THAT WE NEED.

S E C R E T

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